



Send photos & letters to: Jeane Kennedy Toynbee, Editor  
PO Box 243  
Copperopolis, CA 95228  
Or email to: [jeanenbob@caltel.com](mailto:jeanenbob@caltel.com) If you'd like items returned, include a note along with a self-addressed, stamped envelope

## Submitted to [www.Taloo.org...](http://www.Taloo.org...)

Thanks to Arue for letting me know about your excellent website. I have not seen it before and am very pleased to see such an active, high quality source of information about Transocean.



I would be pleased to contribute whatever I can but it will be mostly photos of aircraft. Please let me know your preferences for the size of photos so that I can scan them the way you want. I did find your coverage of AEMCO and am wondering if you can add photos to it or if you would like to open an album for it? In working on the new Arcadia book "Oakland Aviation" we were able to uncover some "lost" negatives at WAM/OAM and I have not yet returned them so I can scan some for you. There are several very good photos of people but none have any identification. I'll find a sample and send it in another email.

Cordially, **Bill Larkins** \*\*\*\*\*

Found you while Googling around...I am researching Wake Island, particularly WWII era. I understand Lou Hitchcock is the unofficial historian of the atoll and am interested in contacting him. My father was a civilian contractor on Wake and was subsequently taken as a POW of the Japanese. Could you possibly send me Lou's email? Or give him mine so that he can contact me? Thanks much. I am enjoying poking around the website interesting stuff!--  
**Rose Kinney-Holck**\*\*\*\*\*

My father was Herbert A Hudson. He was the co-pilot of "The Royal Hawaiian" DC-6 that crashed outside of Wake Island in 1953. I would very much like to attend your next reunion and talk to the Alumni who may have known him or just hear about the past. I hope I can join the group.

Thank you, **Laurie Hudson**

*Dear Laurie, We would LOVE for you and your family to attend! I am in the process of getting the next newsletter printed and online. In this next issue will be a form to fill out and send in your reunion*

*reservations.*

*I've put your name & email address on our newsletter notification list. Welcome aboard! Sincerely, Jeane. By the way...our newsletters include a section, "Little Kids, Big Memories", written by us kids who remember our moms & dads and the memorable adventures that our families experienced with Transocean Air Lines. I sincerely hope that you'll consider writing something for this section and perhaps have a picture or two to share. Don't know how much time you spent on [www.taloo.org](http://www.taloo.org), but we do have some information, pictures and links about the aircraft & flight you're referring to. When you're on the homepage, click on HISTORY. Then go down the list and find Transocean Aircraft Accidents. You'll find the specific accident is linked to Aviation Safety Network for a little bit more information. In addition, again from the homepage, click on PHOTO INDEX, then PLANES, and the very first image is of N90806.*

Thank you, the photo of the aircraft was one of the first things I noticed. I grew up vacationing in Hawaii and was floored when I saw the name! I love hearing the stories from Transocean; the early days of flying seem a lot more exciting. It would be wonderful to hear some of those stories first hand. I do have some stories and photos and will try to put something together for the Newsletter. I've read as much about Transocean Airlines as I can find. I am really looking forward to hearing more. Thank you for your kindness in including me in the Reunion. Thanks again, **Laurie**\*\*\*\*\*

Hello, I am one of your newer additions to the Alumni. I do recognize some of the names of crew members I flew with in 1949 and 1950 out of Bradley Field, Connecticut on the flights in the Middle East. I was one of the Flight Radio Operators and just a "kid" then, having added on a few years since. Ha! I am just finishing up my memoirs for my family of many relatives including six sisters I was so privileged to grow up with in a very small community in Charlton, Massachusetts. I have many fond memories of Transocean and many pictures I took, always being a "camera buff" to this day still. I will attempt to put together some of my history with Transocean and might mention a trickle of the Flying Tigers and Seaboard Western I also flew with. I know time has taken its toll but my fond memories of the wonderful people of Transocean will never leave me. I am

Charles Mac Quarrie (known here in LA as just 'Mac' The Radio Man due to the *Old Time Radio Museum* I have open to the Public ( No admission ) for many years – some of my history of Transocean also displayed. As you will notice I have a habit of becoming quite lengthy in relating back history but will try to become more concise in info I will send you. My wishes for the best of health to all and the happiest of days. As always and my head still in the clouds, **MAC\*\*\*\*\***

First of all I would like to thank you for taking the trouble to send me the newsletter. To my delight I read Dick Price's short article and am happy to say that I attended his wedding reception in Limerick and the newsletter became more intriguing on reading Colm Kennedy's name. Colm also worked in Shannon when I was there with TAL. **Joe Hennessy\*\*\*\*\***

Dear Jeane, I have been meaning to write you ever since I received your thank you note and comment about getting a rare picture of your dad. Unfortunately I got sick and ended up in the hospital which has slowed me down a bit. But more importantly, because there are two pictures of your dad, I wanted you to know there is another story that goes with those pictures.

When my wife, Jeanne, died two years ago I felt compelled to write a story for my children on how we met, fell in love and married. Part of this story

includes some TAL experiences that includes your dad and explains the source of the pictures you have. I have enclosed copies of some pages of my story that will explain...Funny how our lives our entwined!

Regards, **John Foster**  
*Excerpt from John Foster's memoirs...*

Sometime in this time frame (*Editor's note: John & Jeane were not yet married*) I came up with a grand idea to impress my love. Since family members were allowed to fly free I arranged for Jeanne and my mother to travel to Hawaii on a flight that I was working. I had to lie and claim Jeanne as a cousin. The plan was for them to be on the flight with me to Honolulu where I would get

my usual crew layover which would permit us time together in Honolulu. I would have to leave them there while I continued with my trip and they would come home on the first flight back to Oakland that had space available. Jeanne arranged vacation time and we took off from Oakland in the afternoon of May 26<sup>th</sup> 1950. \_\_\_\_\_ was the captain. (*Editor's note: name withheld*) He was not my favorite captain and I feared he might squeal if he caught on that Jeanne was not my cousin. Unfortunately we had head winds and when we got to the halfway mark the navigator determined we did not have the required amount of fuel to reach Hawaii so we turned around and went back to Oakland. According to my log we were in the air twelve hours and arrived back in Oakland late that night. The flight was rescheduled for early the next morning. We all went to Raymond's house to try to nap for a couple of hours. Because they were changing crews I was supposed to be replaced. I must have convinced whoever was in charge that, under the circumstances, I had to go on, sleep or no sleep. So the next morning we took off again with Frances Kennedy as captain. I was dog tired and Jeanne helped me with my duties. We made it this time in eleven hours and fifty seven minutes. I was happy that Kennedy was captain because he was a friend of the family and he would be good company for my mother and Jeanne while we laid over in Hawaii. He also, of course, knew Jeanne was not my cousin but he went along with the ploy. Kennedy was a real nice guy. When we landed and I opened the door of the aircraft (a DC4) there was that unmistakable smell of Hawaii; sweet flowers and tropical moist air. Jeanne thought she had died and woke up in heaven when they greeted the passengers with a lei, a big "Aloha" and a group playing Hawaiian music. She was one happy girl.



"How we looked to the passengers!" wrote John Foster, circa 1950



John, Jeanne and Frank Kennedy in front of TALOA House, 422 Seaside Ave, Honolulu, 1950

I must diverse here for a moment. For those of you who have been to Hawaii I want to paint a picture of Honolulu and the Waikiki Beach area as it was in those days compared to today, and to help set the scene,

describe what the crew did when they arrived and how they were housed.

It was right after the war and tourist travel, especially by airplane, had not developed to the intensity that you see today. Honolulu Airport was small and the terminal consisted of one building. When passengers disembarked they received a very personal welcome, often receiving leis and greeted with Hawaiian music. Because the crew was changing, the incoming crew was loaded onto a "woody" Ford station wagon and driven to our crew quarters, a converted home on Seaside Ave. into a dormitory and every room had beds. When you arrived you took what ever bed was available. There were a few choice beds in quiet bedrooms that we all vied for. Sleep was often hard to come by with crews coming and going. The custom was to eat something before going to bed. Depending on your time of arrival, we either went to the Mayflower Coffee Shop, across from the Moana Hotel, for breakfast or to some other restaurant for dinner, then off to bed, and hopefully some sleep.

In those days the Royal Hawaiian Hotel stood all by itself on a beautiful stretch of land that seemed to run forever along Kalakaua Avenue. It was beautifully landscaped with a huge lawn and all kinds of tropical flowers. All along its perimeter little Hawaiian ladies sold Leis which cost about fifty cents. Right next door was the Outrigger Club and next to that was the Moana Hotel. All three faced the ocean with an unobstructed view and free access for all. Across the street on the non-ocean side was the Waikiki Theatre, The Liberty House Dept. Store, Trader Vic's Restaurant, the aforementioned Mayflower Coffee Shop, then some cottages that belonged to the Moana Hotel. A few doors down from that was the little Catholic Church. The streets and beach were not crowded and there was a completely open and relaxed atmosphere. No one locked their doors, there was no glass on the windows and often as you

walked by a home you'd get invited in to have a drink.

So this was the wonderful world we entered when we landed in Hawaii. Jeanne and my mother joined the crew in the "woody" on our trip to the Mayflower Restaurant for our usual arrival meal. Jeanne and my mother checked into the Moana Hotel cottages and the crew went to our quarters on Seaside Avenue. After some sleep we started our Hawaiian adventure. I took them to the Royal Hawaiian for dinner dancing and Jeanne and I sun tanned and surfed on Waikiki beach. We also went to dinner at a place called the Queen Surf, which was right on the ocean down by Diamond Head. It was a truly beautiful place and very Hawaiian. Jeanne loved it. On Saturday afternoon we went to the Banyan Court at the Moana Hotel and watched the broadcast of the popular radio show Hawaii Calls. Several crew members were there with us and we had to play the cousin role. In those days the Banyan Court opened right out to the surf. It was a beautiful setting, the music, the Banyan tree and the surf. My mother and I probably had a beer along with the



Jeanne in front of Outrigger Club, Waikiki Beach, 1950

ANDERSON J					
5-27-50	1				
3 50 EP					
	1	MAY	ROOM	*	3.50
	2	MAY	TAX	*	0.09
	3	MAY	ROOM	*	3.50
	4	MAY	TAX	*	0.09
	5	MAY 29-50	ROOM	*	3.50
	6	MAY 29-50	TAX	*	0.09
	7	MAY 30-50	ROOM	*	3.50
	8	MAY 30-50	TAX	*	0.09
	9	MAY 31-50	ROOM	*	3.50
	10	MAY 31-50	TAX	*	0.09
	11	MAY 31-50	TELEPHONE	*	0.30
	12	JUN-1-50	ROOM	*	3.50
	13	JUN-1-50	TAX	*	0.09
		JUN-2-50	ROOM	*	3.50
		JUN-2-50	TAX	*	0.09
		JUN-2-50	TELEPHONE	*	0.30
		3-50	ROOM	*	3.50
		3-50	TAX	*	0.09
		3-50	TELEPHONE	*	0.10
		4-50	ROOM	*	3.50
		4-50	TAX	*	0.09
					10.77
					14.36
					17.95
					18.25
					21.84
					25.73
					29.42
					33.01



Royal Hawaiian Hotel and Outrigger Club, 1950

Thought you would get a kick out of seeing what it cost to stay in Honolulu for 8 nights in 1950! Photos and copy of Moana Hotel bill from John Foster's collection

crew members and Jeanne probably had a fruit drink. I also took them to the Waikiki Theater, ostensibly to see a movie, but really to hear the organ that played before each performance and to see the lovely decorations in the theater. On Sunday morning we went to mass at the Catholic Church which was right across the street front Kuhio Beach Park. At that time it was a cute little church with no windows, just shutters that allowed the ocean breeze to filter through and cool the church. Jeanne was impressed, she loved that church. (it is no longer there, replaced, as I recall, with a more orthodox church) We had a great and very romantic time in those two days and then I left to continue my trip to Taiwan. After I left, Jeanne had several crew members ask her out and she very nicely said yes as long as "her aunt" (my mother) could go along. Life was good, but it was about to change. Although I didn't realize it at the time, I had my last trip with TAL in early August of 1950. It was a humdinger but I'll tell that story when I get into the other part of my life's story. \*\*\*\*\*

*We stand corrected...*



In regards to the last newsletter, please be advised of the following: My wife's name was Margaret – not Jane. She passed away July 2005. I have been a lifetime member for a number of years, about the same time as Chic Collins. Please correct your records. My new address is 5165 Summit Ridge Ct. Apt.322, Reno NV 89523-9090. I plan on attending the reunion & luncheon in September. You are doing a great job on the newsletter.

Sincerely, **Clifford G. Berg**\*\*\*\*\*

*Some Sad News...*

Ted A. Campbell passed away Monday April 21, 2008. He would have been 85 on July 1, 2008. He had a wonderful life and enjoyed many adventures in his youth. He was a proud



WWII veteran, with years of service as an aviator flying transport planes throughout the world. As with all great storytellers, Ted could recall fascinating details of all of his missions throughout his career. Ted led a life



full of love and happiness. He was blessed with two marriages, first with Dorothy and then with Teresita. His days were filled with family and friends. He was a loving father and an adored grandfather to so many. He will be lovingly remembered by all who knew him. Ted wrote about this about his Transocean days... *A pilot friend flying with Transocean told me about the contract they had to bring people from England, Ireland, and Scotland to Toronto, Canada. I think it was very late 1947 or new 1948 I gave resignation to the Tigers and was hired as co-pilot with Transocean. I remember the first flight with TALOA was ferrying a DC4 from Teteboro to Bennett AFB, Windsor Locks, Conn. to be the home base for that operation. I lived then at Hackensack, NJ. I made flights from Windsor Locks to an airfield a bit NW of London; one trip to Brussels Airfield, Belgium; to the Prestwick Airfield, Scotland; Shannon Airfield, Ireland; to Gander AFB, Newfoundland; to Toronto and then back to Windsor Locks. I purchased a ticket on Eastern Airlines, who had an office in the same hanger that Transocean used, and rode to La Guardia, New York. Took a bus to Hackensack, NJ where I lived.*

*Little Kids...Big Memories*

**The Emperor's Pilot**

*by Claudia Cook Turner*

I am enclosing several pictures and newspaper articles of the first airplane flight taken by Emperor



Hirohito and the Empress, in August of 1953. My father, Claude R. Turner, Jr., was on loan to Japan Air Lines as Chief Pilot from Transocean Air Lines.

My family has a number of stories associated with the Imperial flight. My mother, Lou Ann Turner, had been confined to bed for the last trimester of her pregnancy

with my brother Ted. Ted was delivered a month early while the Imperial flight was taking place. I helped out by coming down with the mumps on both sides for the second time. Neither my mother nor my grandmother could remember having had the mumps, so they hired a teen age girl from the neighborhood to take care of me. Mother took care of Ted and my grandmother took care of my sister Cindy. Our next door neighbor, Catherine Blinn, took mother to the hospital and we have referred to her as our brother's other father for years. The doctor was most concerned about how they could notify my dad about the baby and I'm enclosing a copy of the wire sent by Roy Minson. I only recently discovered this while going through some family papers.



I had forgotten the story involving two of my first cousins until I was reminded by one of them during a visit several years ago. My aunt and three cousins were visiting from Oklahoma during the summer prior to the Imperial flight. The test flight was scheduled during their visit and my dad took my cousins Larry (age 12) and Bob (age 11) with him to test the plane. Apparently he did everything but turn the airplane inside out and my cousin Bob was violently air sick. While Bob was sitting in the cabin wrapped in a blanket with his clothes in a plastic bag, Jim Henderson walked by and said "Hey cowboy, next time bring your spurs and we'll let you ride on top



outside".

The picture of the three American pilots are from left to right, Claude Turner, Sid Joiner, and Jim Henderson. I do not know the names of the Japanese crew and cabin members. I have also enclosed the picture



taken when the Imperial gifts were given and am sorry the copy isn't better. The original was wrinkled. My father's gifts included a sake bowl with the Imperial crest, a thirteen petal chrysanthemum, and a set of cuff links in silver with a pearl center of the same flower design. My mother also had the gift cards framed. These remain treasured family items.

### **Transocean Air Lines Exhibit At The Oakland Aviation Museum** by Arue Szura, Curator

It has taken almost a quarter century to accumulate the 300 items in the Transocean Air Lines exhibit at the Oakland Aviation Museum. I wouldn't have come close to collecting so many photographs, memorabilia, uniforms, and models of the airplanes from our era were it not for the generosity of so many former TALOANS, including "Red" Emery, who saved a multitude of photographs, movie films, etc.

The story of Transocean is displayed in photographs on the walls of the two rooms of the exhibit, and includes those of flight crews, ground crews, mechanics, and office personnel. I also created a "Transocean Goes Hollywood" wall for photos from the movies in which Transocean played a part, as well as of

the various movie stars who flew with TAL. Apparently of great interest was the photo of Jayne Mansfield in which she is wearing a bikini at Wake Island. It was repeatedly stolen! Finally, in desperation, I made twelve copies of the photo and placed this sign beneath her photo: "Copies Of This Photograph Available For Sale In Gift Shop."



The room on the left is dedicated to TAL's international operations, including our affiliation with various airlines



such as Air Jordan, Air Djibouti, Japan Air Lines, Lufthansa, Pak Air, etc. The room to the right is devoted to the more than 20 subsidiary companies and TAL's 57 offices around the world, including the island stations of

Wake, Guam, Okinawa, etc.

Display cases in each of the rooms are filled with various TAL mementoes, such as ashtrays, radio operator headsets, navigational instruments, gifts from the Shan of Iran, employee badges, travel posters, a

mechanic's coveralls, brochures for the "Friendship Tours" to Hawaii, and even one paper TAL coffee cup,



possibly the only one left in the world. Also on display are brochures from the various subsidiaries as well as a collection of books by Transocean authors Ralph Lewis, Sherry Waterman Parker, Robert O. Harder, Les Forden, and me. William Oliver donated his entire collection of all the novels written by Ernest K. Gann, and most have personal letters from Ernie to Bill inside of the front covers of the books.

Please consider donating anything you might still have from Transocean Air Lines and subsidiaries to this important collection. I am particularly interested in obtaining original TALOA or AEMCO newsletters. So far, I have about 2/3 of the originals collected and in a binder for posterity. Be sure to see the Transocean Air Lines exhibit at the Oakland Aviation Museum, North Field, Oakland Airport, and reminisce about the best years of our lives. You'll be glad you did.



Hey Kids! Honor your folks and keep the memory of all their great accomplishments alive by becoming a **TALOA KID**. Your **Lifetime Membership** in the TALOA



Alumni Association will fund the publishing of [www.taloea.org](http://www.taloea.org) which attracts thousands of viewers every month! Send \$100 to: Pat Stachon Kearns, 1516 Richardson Ave, Los Altos, CA 94024

# 2008 TALOA Alumni Association Reunion & Luncheon

The Taloa Alumni Association held its 62nd reunion at the Oakland Air Museum September 20, 2008. In attendance were Val & Katsuko Barrett, Mona Finlason, Augie & Rosemary Blasquez, Joe Stachon, Rick Stachon, Zyg Stachon, Michael Stachon, Pat Stachon Kearns, Bo Kearns, Tamsin Kearns, Janet Stachon Farmer, Dan Farmer, Austin Farmer, Mark Kolar, Ron Winiker, Manny Garcia, Earl Holmquist, Derrel Gibbins, Edith Nelson, Holly Nelson Veale, Morgan Nelson, Eddie & Nita Robeson, Arue Szura, Tom & Julianne Northrop, Jeane Kennedy Toynbee, Bob Toynbee, Erik Moberg, Florence Morjig, Freda Nichols, George & Harriet Dijeau, Bill Keating, Kathleen Kennedy Dal Porto, Paul Purdy, Paul Maier, Paul & Sally Hayward, Laurie Hudson Leong and Joel Leong. (Look for a special article written by Laurie appearing in our next newsletter).



Above: Kathy Kennedy Dal Porto, Janet Stachon Farmer, and Pat Stachon Kearns take a moment to visit while setting up. They arrived early and even enlisted the help of Joe Stachon's grandkids (upper right) Austin Farmer and Tamsin Kearns.



Above: Joe Stachon brought airplane pictures which catches the attention of fellow pilot, Bob Toynbee



Enjoying great conversation were from left to right: Zyg Stachon, Michael Stachon (behind Zyg), Austin Farmer, Janet Stachon Farmer, Mark Kolar, Rick Stachon, Jeane Kennedy Toynbee, Bo Kearns (behind Jeane)



Left: Finishing up a wonderful dinner were from left to right: Augie & Rosemary Blasquez, Paul Purdy, Joel Leong, Laurie Hudson Leong, Bill Keating, and Paul Hayward.

Right: Enjoying the meal and visiting with friends were George & Harriet Dijeau, Manny Garcia, Derrel Gibbins, Mona Finlason, Eddie & Nita Robeson.



Flying in just for lunch with the Taloa family were 3 generations of Nelsons: Orvis Nelson's daughter Holly Nelson Veale, Orvis' granddaughter Morgan Nelson (Jeff Nelson's daughter) and Orvis' wife Edith Nelson

Photo at right, from left to right are:  
Arue Szura (standing), Morgan Nelson, Holly Nelson Veale, Freda Nichols, Florence Morjig, and Paul Maier.





Time for dessert (top) and a fine cigar says Manny Garcia (below).



Right: Michael Stachon and Holly Nelson Veale check out the bingo prizes



Right: A welcoming speech by Captain Frank Kennedy's daughter, Jeane Kennedy Toynebee.



**BINGO!**  
Janet Stachon Farmer calls out the numbers, we have lots of winners, and everybody enjoys the rest of the afternoon with the Taloa family

*We'll see you all next year!*

**TALOA Alumni Newsletter**



Jeane Kennedy Toynbee, Editor

PO Box 243

Copperopolis CA 95228

Postage  
Here

ADDRESS CORRECTION  
REQUESTED